

CENTRAL INTELLIGENCE AGENCY
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1. Harbor Conditions and Anchorage: Guanta, which had a population of two thousand in 1949, is the port for Barcelona which has a population of 20 thousand and is the capital of the state of Anzoategui. The port captain allows a maximum draft of 22'6" for a ship berthing on the north side of the dock and a maximum draft of 26'0" for a berthing on the south side of the dock. There is no bar at Guanta, and a depth of five fathoms will be found over the whole harbor. The use of tide is approximately seven inches. There is no swell. There are no buoys to tie up to, but ships can drop one anchor and safely work cargo to lighters. (Sources A and B)
2. Dock Facilities: The dock, which is 210 meters long and 13.7 meters wide, is constructed of concrete and steel piling. A 400 to 600 ft extension is contemplated. It is equipped with bits and cleats alternately spaced at about 50 ft. It is raised six feet above low water at the stringpiece. On the dock is a single story warehouse, built of concrete and having steel frames and corrugated zinc sheathing. The dock can accommodate one "G-2" type ship and one small "knot" type at the same time. (Sources A and B)

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3. Pilotage: Pilotage is compulsory. Pilots are employed by the Government's Port Service which fixes the fees according to the ship's tonnage and the period of the day or night when the services were rendered. Details are reported in the Schedule of Fees, Charges and Rates, Ports of Guanta and Puerto La Cruz, available on loan from the CIA Library. (Sources A and B)
4. Sailing Problems: In 1953 Guanta was considered a very difficult port to enter and leave at night; because of the narrow passage between the shoals between Punta Meta and Punta Queque, which are shown on US Hydrographic Office Chart #5571; and because of the lack of adequate navigational aids. Only the light on Pitahaya was visible when leaving port. The light on Chimana Segunda could not be seen and there was no light at all on the dock. (Source A)
5. Lighters: In addition to the lighters available, the Grace Line has four sectional steel shallow-draft barges with six holds and four water-tight bulkheads. Each has a capacity of 250 tons. Alcoa has two pontoon lighters, each with a capacity of 150 tons. The only boat available in Guanta for towing lighters is Alcoa's 125 hp motor launch, "Manta". (Source B)
- Berthing: Tugs are not necessary for safe docking and none are available. (Source A)
7. Cargo Handling: The law requires that handling of all cargo be done by stevedores of the Government Port Service. The stevedores are government employees, and the government is responsible in case of their injury either aboard ship or on the dock. There are 18 gangs, consisting of 12 men to a gang, available for shipboard work and 16 gangs available for dock work. In October 1952, marine regulations required a special rigging gang to rig gears, take hatches off, and cover up. In October 1952 the stevedores and winch drivers were very good. (Source A) Work is performed on a tonnage basis, 1000 kilos to the ton, loading or discharging. No gangs are available on Sundays or holidays, as the Port Service does not work. The following are rates of discharge for various types of cargo: flour, cement, rice - 25 tons per hour; steel - 10 tons per hour; cartons of milk - 15 tons per hour; empty bottles and cans - 8 tons per hour; general cargo - 10 tons per hour; pipe - 20 tons per hour; drums of oil and grease - 25 tons per hour; automobiles - 12 units per hour. All units exceeding eight tons must be discharged directly to vehicles provided by consignees, with whom advance arrangements are made. Units up to 50 tons have been discharged without difficulty. More complete information on stevedoring, customs and consular fees, etc may be found in the "Schedule of Fees, Charges Rates, Ports of Guanta and Puerto La Cruz" available on loan from the CIA Library. (Source B)
8. Stevedoring Equipment: The Port Service owns the following cargo handling equipment: 15 tow motors, large, double-wheeled; 8 tow motors, medium, single-wheeled; two mobile cranes, 8 ton capacity; 5 mobile cranes, 5 ton capacity; 35 fork trucks, 5 ton capacity; 5 fork-lift trucks, 2 1/2 ton capacity; 6 trailers; 4 tractors; 21 hand trucks; 95 trolleys; 1250 pallets. All of these are in serviceable condition. In addition to Port Service equipment, consignees frequently provide their own (or contracted) vehicles to receive cargo directly from the ship. In Puerto La Cruz there are about six trucking firms with several hundred vehicles of many types which are suitable for transporting practically any kind of cargo. (Source B)
9. Warehousing: A Customs warehouse located on the eastern end of the dock has a floor space of 1170 square meters. Another warehouse on the dock has a floor space of about 1800 square meters. The main floor of the old customs house, which is about 100 meters from the pier, is also used for storage. It has a floor space of about 300 square meters. The Customs warehouse on the dock is used for import cargo. The other warehouse on the dock is used for commissary stores. The storage space in the customs house is used for coastwise cargo. (Source B)
10. Open Storage Space: There is an open patio measuring approximately 200 meters by 50 meters that is completely paved with asphalt and is surrounded by a fence.

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It is used for storage of pipe, heavy cases, cement, and drums. West of the dock there is a large unpaved area of reclaimed land which is protected by a fence and the sea. This section is about a quarter of a mile square and is used for storage of pipe, lumber, scrap metal, etc. (Source B)

11. Explosives: Upon arrival of a vessel transporting explosives, the agent must inform the authorities of the quality and nature of same. The authorities will then indicate where the cargo must be stored, and discharge must be effected under the supervision of the Guardia Nacional. Explosives are discharged directly from ship to pier. No special magazines for the storage of explosives exist. There are no restrictions covering the transportation of explosives. (Source B)
12. Fuel and Supplies: No bunkers are available at Guanta. The nearest bunkers are at Puerto La Cruz. Fresh water can be delivered at the rate of about two tons per hour at a cost of Bolívars 1.50 per ton. The water is impregnated with calcium. When water is taken on at night, or on Sundays or holidays, the water man is paid an extra fixed-fee of Bolívars 20.00. Food supplies of all kinds are available in adequate quantities and can be delivered quickly. Fresh vegetables, fish, and meat are abundant. Imported groceries are available. (Source B)
13. Ship Repair Facilities: Except for one small ship-way opposite the dock, no facilities exist for repairs of any consequence. However, excellent welding equipment and technicians are available on short notice from Puerto La Cruz, where there are many machine shops. There is no salvage equipment at Guanta. (Source B)
14. Transportation Connections: Formerly there was a railroad in this area, but none exists now [January 1954]. An automobile road in good condition connects Guanta with Puerto La Cruz, which is six kilometers away, and with Barcelona, which is 20 kilometers away. There are also connections by automobile roads with San Tome and Caripito. (Source B)

[Available on loan from the CIA Library is a typewritten copy of Fees, Charges and Rates charged at Guanta/Puerto La Cruz.]

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